

REACH AGREEMENT

Armour Co. and Berry Growers
Agree as to Losses.

LOSSES IN THREE CLASSES

Settlement Only Effects First Four
Days of the Losses.

Disagreement as to Who is Responsible on and After Friday, May 5th. Attorney Mioalog Says He Expects to Begin Settling Claims During the Present Week—He Estimates That 75,000 Crates of Berries Were Left at Stations From May 1st to 4th Inclusive.

Mr. V. Phillip Mioalog, of New York, who is connected with the eastern law department of the Armour Company, and who came here to take up the matter of making a settlement, if possible, with the farmers and produce men who lost heavily on account of the refrigerator cars to handle the berry crop, stated to a representative of The Messenger last night that a settlement had been reached as to the losses from May 1st to May 4th, inclusive, and that the terms of settlement had been forwarded to headquarters and would, no doubt, be confirmed at once. The agreement was reached, he said, yesterday. In the transaction the firm of Rountree & Carr, attorneys for the East Carolina Truck and Fruit Growers' Association, represented the shippers and Mr. Mioalog the Armour Car Line.

Mr. Mioalog said there would be three classes of claims (1) berries which were left at the stations, (2) berries which reached the markets in a partially damaged condition and (3) berries that reached market in a totally damaged condition. It was the first class, he said, they would settle for at the present time and the other claims would be taken up later. Mr. Mioalog stated that he did not think the number of crates of berries left at stations throughout the entire berry district from May 1st to 4th, inclusive, would exceed 75,000. This, he said, did not include berries which were shipped and reached market in a damaged condition.

Mr. Mioalog was asked why he figured on losses from May 1st to 4th, inclusive, when, as a matter of fact, the losses continued for several days after that time. His reply was, that there was a question as to who was liable after the 4th and consequently losses after that date would not be settled at the present time.

He said the agreement reached for settlement of the first four days' losses was perfectly satisfactory to the shippers and that he expected to begin passing upon claims and paying them during the present week. The berries, on May 1st, he said, were good, but on the following day and during the remainder of the week they were not first class, the frequent rains causing them to be of a very inferior grade. He stated that practically no trouble was experienced during the past week on account of a shortage of cars.

Mr. Mioalog refused to say what the terms of settlement were, but it is understood that for the four days from May 1st to 4th, when he says the loss amounted to about 75,000 crates, that the farmers will receive between \$150,000 and \$175,000 or between \$2 and \$2.50 per crate.

The berry season will soon be over, the shipments having grown much smaller for the past few days. They will probably continue throughout the greater part of this week. Berries at Chadbourn yesterday were selling at from \$1.25 to \$1.75 per crate.

The shipments yesterday amounted to 69 cars, 30 being from Chadbourn and 39 from the W. and W. road.

The following was the destination of berries passing through Rocky Mount yesterday morning:

New York, 18 cars.
Newark, 3 cars.
Philadelphia, 5 cars.
Washington, 2 cars.
Boston, 8 cars.
Worcester, 3 cars.
Pittsburg, 9 cars.
Buffalo, 4 cars.
Scranton, 3 cars.
Albany, 2 cars.
Elmira, 2 cars.
Montreal, 2 cars.
Waterbury, 1 car.
Wilkesbarre, Pa., 1 car.
Syracuse, 1 car.
Binghamton, 1 car.
Auburn, 1 car.
Cortlandt, 1 car.
Fitchburg, 1 car.
Schenectady, 1 car.
Wheeling, 1 car.
Toronto, 1 car.
North Adams, 1 car.
Utica, 1 car.

Letter to Wilmington Lawyers.

Dear Sir:—What would be the result of selling poor paint with this guarantee?

"If you have any fault to find with this paint, either now in putting it on, or hereafter in the wear, tell your dealer about it."

"We authorize him to do what is right at our expense."

That means pay damages, don't it? Here's another guarantee:

"If your state chemist finds this paint adulterated, we will pay his bill, and send you \$1000."

We stand by both of these guarantees: as we are the maker, we know all about it.

Yours truly

F. W. DEVORE & CO.

P. S.—M. W. Divine & Co., sell our paint.

Mr. Bowser Is Mixed

He Wrestles With American
History and Gets Some
Hard Falls.

WOULD MAKE A SPEECH

Asks Wife's Aid, and She Corrects
His Errors, Thereby Offend-
ing Him Deeply.

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THERE was a certain nervousness and anxiety about Mr. Bowser when he arrived home the other night that did not escape Mrs. Bowser's eye, and she made up her mind at once that she was in for an unpleasant evening. She preserved her smile and good nature, however, and asked no questions, and Mr. Bowser managed to hold his own until after dinner. Then he could contain himself no longer, but said:

"I received notice today that I had been elected a member of the Flatiron club."

"Yes?" she replied. "Are you going into the laundry business?"

"Don't be an idiot! The Flatiron club is composed of some of the most



MR. BOWSER WALKED AROUND, FOLLOWED BY THE CAT.

profound thinkers of the day. Most of the questions they discuss are constitutional ones."

"Oh, I see. They call it the Flatiron club because it smooths the wrinkles out of things. Well, you have been elected?"

"And it is the rule that every member elected must make a speech on his first night. I have been a little busy today and therefore have nothing prepared—that is, I have only a sort of outline. Perhaps you might help me a bit. I don't go until tomorrow night."

"How far have you got?"

"Well, I shall stand up and say: 'Mr. Chairman and Gentlemen: When our forefathers gave us a constitution!'"

"Hold on," interrupted Mrs. Bowser. "If you were to address a public meeting you would speak of the presiding officer as Mr. Chairman. In a club you should refer to him as Mr. President."

Mr. Bowser flushed up and felt his hair crawling, but he wanted her assistance and so held on to his temper.

"You may be right," he grudgingly admitted. "I will call him Mr. President and say, 'When our forefathers assembled at Yorktown and gave us the constitution under which we have all enjoyed the liberty!'"

"Assembled where?"

"At Yorktown."

"But our forefathers never assembled at Yorktown to frame a constitution. It was at Philadelphia. You are getting the battle of Yorktown mixed up with the constitution."

"Not on your life! Woman!"

"I'll prove it by all the histories of America."

Mr. Bowser wilted. Mrs. Bowser was so earnest about it that he felt he must be wrong. He chewed the rag and walked around, followed by the cat, and after five minutes he observed:

"You may be right, but how you came to be is something beyond me. You probably read or heard of it by accident. Well, I will change that and say, 'Mr. Chairman and Gentlemen!'"

"Mr. President, you mean."

"Well, Mr. President, then, and be hanged to him! I will say, 'Under the glorious constitution framed by that patriot whose memory will never perish, George Washington, we have gone on from!'"

"But Washington did not frame the constitution," Mrs. Bowser had to interrupt.

"What?"

"Washington did not frame the constitution."

"See here, woman, have I got brains or sand in my head? You are talking as if I were a four-year-old boy."

"I can't help it. You are not right in your historical facts, and it was a good thing you came to me. The Flatiron club would have ironed out your ruffles in great shape. Washington led the American armies, but he did not frame the constitution. If you will find in any history that he did I will do my own housework for a whole year."

Mr. Bowser wanted to jump up and down and kick the cat and pound on the wall, but by a powerful effort he restrained himself. He realized that he was long on bluff and short on history, and he could not make a mistake.

"Well, let it go as you say," he finally remarked, "but if you make a fool of me you'll hear something drop. I will leave Washington out and say: 'Mr. Speaker and Gentlemen: I stand here tonight!'"

"Mr. President, you mean."

"Mr. President, then, and I'd like to knock his blamed head off! I stand here tonight as one of the warmest admirers of that noble and heroic son of liberty, William Penn, and I propose!"

"Good lands, Mr. Bowser, but what are you saying? Don't you know who William Penn was?"

"Of course I know."

"But he wasn't a noble and heroic son of liberty. He was a Quaker and a good man, and he didn't pose as noble and heroic."

"By John, woman, but this is going too far! You're shouting Mr. Bowser as he danced around. 'One would think from what you say that I didn't know a snow shovel from a piano. I was a fool to expect any help from you.'"

"You'd have been a bigger one to class William Penn as noble and heroic. He was known more for his treachery with the Indians than anything else. Of course the state of Pennsylvania was named after him. If you want to wring in some of the signers of the Declaration of Independence why not speak of John Hancock?"

"I might as well speak of Tom Collins. John Hancock never signed it. The only thing he ever did that I've heard of was to send up a kite and draw lightning from the clouds."

"But that was Benjamin Franklin."

"Never! Never!"

"Of course it was. You'll find it in half a dozen books in the house. Please don't get mad at me, Mr. Bowser; but, you see, you have had so much business to attend to that these little things have slipped your mind. Why refer to the constitution at all?"

Mr. Bowser glared at her and clinched his fingers, but after awhile he managed to ask:

"Then what would you speak of?"

"Well, if you feel the need of it, go back to the beginning—to the landing of the pilgrims. They came here to secure religious liberty, and it was their descendants who at last threw off the yoke of tyranny. Don't make any mistake about where they landed, however."

"What! Do you intend that for an insult?"

"Certainly not, but about two years ago when you were down for a speech before some club you had them land at Yorktown."

"Never! Woman, we will have a settlement later on. If there is a child five years old in this country, who doesn't know that the pilgrim fathers landed at Cape Cod, then he ought to be soundly spanked."

Mrs. Bowser groaned in despair.

"Well, what now?" he demanded.

"The pilgrims didn't land there. It was on Plymouth rock."

"That's an infernal canard! I've stood on the very wharf where they landed."

"But there was no wharf."

There must be a solution for marketing truck crops.

The failure of the strawberry truckers of eastern Carolina to get their crop to the northern markets this spring is laid at the door of the transportation companies, especially is the Armour Refrigerator Car Company held to be guilty of negligence in not supplying cars fast enough to carry the strawberries to market. But whatever the negligence may be on the part of the Armour people, the solution of the car famine would not mean the success of the strawberry growers, or any of the southern truck growers, for so far as the eastern Atlantic coast people are concerned, if there were cars enough at every point of accumulation there would be the fatal defect which now exists, namely, a single track to the northern markets over which the truck must be carried to the consuming market.

Already the truckers in the New Bern section are complaining about their shipments being slow, irregular and from twenty-four to forty-eight hours late in reaching their destination, which means deterioration in the condition of the produce, and loss to the grower. There is no loss to the transportation companies, their pay and profits come regardless of bad shipments to the producer.

A knowledge of the railroad facilities for the handling of the vast and ever increasing truck crops along the Atlantic sea coast shows the present fault of this congested condition in transportation, and it is easy to recognize the fact that a car famine, alone, is not the cause. The trouble lies with the Atlantic Coast Line, with its single track over which it is pretending to handle all its transportation, freight, passenger and mail.

This company is ostensibly serving the vast trade interests along its single track of road, stretching from Florida to the north, give us your business. From this single track in every state are branch roads, which are commercial feeders to the single track road of this company's system. At this season of the year there are thousands of cars seeking northern markets and this single track road must handle these cars going north, must bring back the cars for additional loadings, at the same time the regular passenger and mail service both ways must be carried on.

Is it any wonder that this one track railroad is congested, that truckers are losing all their possible profits, that mail facilities are hampered throughout the section which this road traverses, that freight, passenger and mail must just wait, until this railroad company, with its single track, relieves the congestion, to let out a few cars going north, or receives a few cars coming south.

And this condition is not to be any better, but rather worse, each year for the country is growing crops are larger, more branch roads are being constructed, and yet one single-track road is made to serve the company, not the people, and business is being sought, immigrants are asked to come and settle in a section where the transportation companies cannot get the present farmers' products to market.

There must be some early solution to this kind of marketing of the truck crops of the Atlantic sea coast country, or the truck growers must go out of business.—New Bern Journal.

Those who stopped their subscription to the Sun in account of its support of the Citizens' Ticket and the stand we took, have our sympathy. It is worth a thrille their little subscriptions money to know how narrow some people are. We really pity such bigotry. They spite themselves more than they do us.—Dunham Sun.

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WILMINGTON MARKETS.

Saturday, May 13.
COTTON—Steady 7 1/4 to 7 3/4.
Receipts of cotton today—888 bales.
Receipts of the season to date—237,825 bales.
Receipts same day last year—15 bales.
Receipts last season to same date—225,529 bales.

NAVAL STORES.
SPIRITS OF TURPENTINE—Firm 6 1/2.
ROSIN—Firm \$3.00.
TAR—Firm at \$1.80.
CRUDE TURPENTINE—Firm; hard \$2.50; dip \$4.25; virgin \$4.75.

RECEIPTS TODAY.
30 casks of spirits turpentine.
92 barrels rosin.
66 barrels tar.
163 barrels crude turpentine.

RECEIPTS SAME DAY LAST YEAR.
42 casks of spirits turpentine.
158 barrels rosin.
132 barrels tar.
99 barrels crude turpentine.

PRODUCE.
SALT—Prices car load lots—100 lbs C. F. 26c; 200 lbs C. F. 79c; 200 lbs F. 95c. Less than car load lots—100 lbs C. F. 49c; 200 lbs C. F. in cotton sacks 52c; 200 lbs F. F. \$1.05.

COFFEE—9 1/2 to 11c.
FLOUR—Straights \$5.00; second patents \$5.25; full patents \$6.00.

COUNTRY PRODUCE.
PEANUTS—North Carolina. Prime 90 to \$1.00; Virginia prime 80 to 88.

BEEFWAX—25 to 37 1/2.
CORN—65 to 67 1/2.
CORN MEAL—61 to 62 1/2.
EGGS—14c.

CHICKENS—Hens 35 to 40; spring 20 to 26c.

POTATOES—75c.
BEEF—2 to 4 1/2 cents.
N. C. BACON—Hams (old) 13 1/2c; shoulders 9 to 10; sides 9c.

MOLASSES—S. House 14; New Orleans Brights 23 to 25; Porto Rico 20 Cula 28.

SUGAR—Granulated \$10.00; W. C. X. No. 5 \$5.80; No. 7 \$5.70; No. 8 \$5.60; No. 11 \$5.40.

LARD—(Tierce Basis) Pure 8 1/2 cents; compound 6 1/2 cents.

SHRIMP—Per 1,000: 5-inch \$2.00; 6-inch \$2.00; 7-inch \$2.00; 8-inch \$2.00.

TIMBER—
Per M Extra milling.....\$7.50@8.50
Mill prime.....\$7.00@7.50
Mill fair.....\$6.50@7.00
Common mill.....\$5.00@5.50

STOCKS AND BONDS.
Quotations on local securities furnished by Hugh MacRae & Co.

Stocks.

A. C. L. Conn.....375
N. C. Railroad.....176

Atlantic Nat. Bank.....230
Murchison Nat. Bank.....150
People's Sav. Bank.....180
W. Sav. and Trust Co.....625
Atlantic Tr. & Bank Co.....125

Mill Stock.
Anderson Cot. Mills.....110
Clifton Mfg. Co.....106
F. W. Poe Mfg. Co.....125
Granby Cot. Mills, S. C.....200
Henrietta Mills, N. C.....98
Union C. M. & S. C.....98
Pelzer Mfg. Co.....174
Piedmont Mfg. Co.....176

Bonds.
A. C. L. 4 1/2 cert "new".....92 1/2
A. C. L. Conn 5 1/2 cert.....117
W. & N. 4s.....105
North Carolina 4s.....104
North Carolina 6s.....132 1/2

DAILY COTTON MARKET.
Port Movement.

Galveston firm at 8: net receipts 3,923 bales.

New Orleans steady at 7 1/4; net receipts 2,251 bales.

Mobile quiet at 7 1/4; net receipts 213 bales.

Savannah quiet at 7 1/4; net receipts 8,220 bales.

Charleston quiet at 7 1/4-16; net receipts 21 bales.

Wilmington steady at 7 1/4; net receipts 885 bales.

Baltimore firm at 7 1/4; net receipts 2,957 bales.

Boston quiet at 8: net receipts 63 bales.

Philadelphia firm at 8.45.

San Francisco: net receipts 150 bales.

Port Townsend: net receipts 2,981 bales.

New York, May 13.—New York quiet at 8: net receipts 77 bales; gross receipts 1,600 bales; sales 211 bales; stocks 69,091 bales; exports to the Continent 251 bales.

Interior Movement.

Houston steady at 8: net receipts 4,738 bales.

Australia firm at 7 1/4; net receipts 235 bales.

Memphis firm at 7 1/4; net receipts 1,398 bales.

St. Louis steady at 7 1/4.

Cincinnati: net receipts 345 bales.

Louisville firm at 8.

Total today: net receipts 6,720 bales; gross receipts 8,769 bales; shipments 11,657 bales; sales 3,856 bales; stocks 117,120 bales.

RECEIPTS AND EXPORTS.
New York, May 13.—Total today, at all ports. Net receipts 22,942 bales; exports to Great Britain 26,894 bales; exports to the Continent 22,110 bales; exports to Japan 3,131 bales; stocks 584,349 bales.

Consolidated, at all ports. Net receipts 22,942 bales; exports to Great Britain 26,894 bales; exports to the Continent 22,110 bales; exports to Japan 3,131 bales.

Total since September 1st, at all ports. Net receipts 8,866,698 bales; exports to Great Britain 3,368,424 bales; exports to France 768,841 bales; exports to the Continent 2,851,824 bales; exports to Japan 226,724 bales; exports to Mexico 28,572 bales.

CLOSING OF COTTON.
New York, May 13.—Cotton: Futures opened firm; May 7.79; June 7.72; July 7.70; August 7.72; September 7.78; October 7.82; November 7.84; December 7.88; January 7.92; February 7.94; March 7.96; Futures closed very steady. May 7.77; June 7.72; July 7.70; August 7.73; September 7.78; October 7.83; November

THE LIVERPOOL MARKET.

Liverpool, May 13.—Cotton: Spot in fair demand; prices unchanged to 2 points higher. American middling fair 4.86; good middling 4.45; middling 4.36; low middling 4.20; good ordinary 4.07; ordinary 3.86. The sales of the day were 7,000 bales of which 500 were for speculation and export and included 6,300 American. Receipts 15,300 bales, all American. Futures opened quiet and closed steady. American middling G. O. C. May 4.22; May and June 4.22; June and July 4.23; July and August 4.24; August and September 4.25; September and October 4.27; October and November 4.28; November and December 4.28; December and January 4.29; January and February 4.30; February and March 4.31; March and April 4.33.

MONEY MARKET.
New York, May 13.—Money on call nominal, no loans. Time loans easy, sixty days, ninety days 5 1/4; six months 5 1/2; prime Mercantile paper 3 1/4 to 4 1/4; sterling exchange steady with actual business in bankers bills at \$4.85.75 to \$4.86.50 for demand and \$4.85.50 to \$4.84.70 for six days bills. Posted rates \$4.85 and \$4.87 1/2; commercial bills \$4.84 to \$4.85 1/2; Bar silver 57 1/2; Mexican dollars 44 1/2.

NEW YORK PRODUCE MARKET.
New York, May 13.—FLOUR, firm and nominally higher. Winter patents \$4.50 to \$5.25; Minnesota patent \$5.25 to \$5.65; Rye flour, quiet \$4.10 to \$4.65.

WHEAT—Spot firm; No. 2 red 97. Options showed 1/2 to 1 1/4 net advance. May 95 1/2; July 91 1/2; September 84 1/2. CORN—Spot firm; No. 2 59 1/2. Options closed 3/4 to 1/2 net higher. May 54 1/2; July 52 1/2; September 52 1/2.

OATS—Spot steady; mixed oats 35 to 35 1/2.

LARD—Easy; western steamed 37-20 to 37.40. Refined steady; continent 37.50; compound 5 1/2 to 5 3/4.

PORK—Quiet; family \$14.50 to \$15.00